

MARTELL'S  
BRANDIES.  
One Star, \$22.00 Per Case.  
Two Star, \$28.00 " "  
V.S.O.P. \$44.00 " "  
V.V.S.O.P. \$60.00 " "  
H. PRICE & CO.,  
12, Queen's Road.

# The China Mail.

ESTABLISHED 1845.

CLUB  
\$12.00 Per Dozen  
F.O.S. \$15.00 Per Dozen  
The Best Value in  
SCOTCH WHISKIES  
on the Market.  
H. PRICE & CO.,  
12, Queen's Road.

No. 12,025

號一月十年一零百九千一英

HONGKONG, TUESDAY, OCTOBER 1, 1901.

日九十月八年丑辛

PRICE, \$2.50 Per Month.

AGENTS FOR THE CHINA MAIL.  
LONDON.—F. ALCOCK, 11 & 12, Clement's Lane, Lombard Street, E.C. STREET & CO., 30, Cornhill, GORDON & GORON, Leadenhall Street, E.C. BATES HENRY & CO., 81, Cannon Street, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street, W. M. WILLS, 181, Cannon Street, E.C. ROBERT WATSON, 100, Fleet Street, C. MITCHELL & CO., 55, Abchurch Lane, E.C. STONE HILL, Holborn Viaduct, E.C. PARIS AND EUROPE.—MAYNARD, FAY & CO., 18, Rue de la Grange Batelière. NEW YORK.—THE CHINESE EVANGELIST Office, 32, West 22nd Street. SAN FRANCISCO and American Ports generally.—EATY & BLACK, San Francisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORON, Melbourne and Sydney. CEYLON.—W. M. SMITH & CO., THE ANTHEMUS CO., Colombo. BATAVIA.—H. M. VAN DORE & CO. SINGAPORE, STRAITS, &c.—KELLY & WALSH, Ltd., Singapore. PHILIPPINE ISLANDS.—A. S. WATSON & CO., Manila. CHINA.—MAGGIORE & A. MELLO, Amoy, N. MOORE & CO., Amoy, Fuchow, Ningbo, &c. SHANGHAI, LANS, CRAWFORD & CO., and KELLY & WALSH, Yokohama, Kobe, CRAWFORD & CO., and KELLY & WALSH.

**Wanted.**  
IMMEDIATE SITUATION as GOVERNMENT or COMMISSION.  
Apply, 'M.'  
Care of 'CHINA MAIL' Office.  
Hongkong, September 27, 1901. 2002

**Wanted.**  
AN EXPERIENCED MAN of Business to act as COMPTROLLER from next China New Year.  
Full particulars can be obtained on application to the Undersigned.  
By Order of the Board of Directors,  
E. W. RUTTER,  
Manager.  
Hongkong, July 30, 1901. 1679

**For Sale.**  
FOR SALE.  
HOUSES and LAND at the PEAK. For detailed Particulars.  
Apply to  
DENNIS & BOWLEY,  
Solicitors, Supreme Court.  
Hongkong, September 28, 1901. 2007

**FOR SALE.**  
JOHN GRAHAM'S Choice 'FIVE CROWN' PORT. Well-known to connoisseurs in the East.  
G. C. ANDERSON,  
20, Des Voeux Road.  
Hongkong, September 14, 1901. 1909

**FOR SALE.**  
THE BRITISH SHIP *Clebsa Buitell*, 1764 tons register, now lying at anchor near Stonecutters Island, in damaged condition. Will be sold by Auction on 10th October. The ship is a large carrier, has delivered 2068 tons of coal loaded to the Pilsen Mark, and she has also carried 867 standard of deals.  
CLAUNA A. TREFRY,  
Master.  
Hongkong, September 28, 1901. 199

**Business Intimations.**  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
DURING my absence and until further notice Mr. MOWBRAY STAFFORD NORTHCOLE has been appointed Acting Secretary.  
By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.  
Hongkong, September 28, 1901. 2008

**NOTICE.**  
WE have this day been appointed SOLE AGENTS for the well-known CHINA FACTORY 'LA OCEANICA' of MANILA, P.I. Cigars of Cuban Style. All Orders shall have our careful attention. Price List may be had on application to  
RITCHIE & CO.,  
39, Des Voeux Road,  
Hongkong.  
FRED. C. FOCKEN,  
General Agent,  
Manila.  
P.O. Box 374,  
Hongkong, August 31, 1901. 1828

**NOTICE.**  
THE Undersigned carry in Stock an extensive line of CIGARS and CIGARETTES from the 'GERMINAL' FACTORY of Manila, for which they are Sole Agents in Hongkong. Prices moderate. Stock of specially selected quality. A trial solicited. Special Terms to Exporters.  
T. M. STEVENS & CO.,  
1, Duddell Street.  
Hongkong, August 2, 1901. 1807

**NOTICE.**  
HONGKONG AND WHAMPDO DOCK COMPANY, LIMITED.  
MR. WILLIAM BASIL DIXON has been appointed Chief Manager.  
By Order of the Board of Directors,  
H. C. SHAW,  
Secretary.  
Hongkong, September 28, 1901. 2009

**Intimations.**  
CHINESE IMPERIAL GOVERNMENT 7 PER CENT.  
SILVER LOAN OF 1896, E.  
30th Half-yearly Drawing.  
INTEREST due and DRAWN BONDS of this LOAN will be payable at the Offices of the Corporation on or after the 30th September, 1901.  
Lists of Drawn Bonds can be obtained on application to the Undersigned.  
For the Hongkong and Shanghai Banking Corporation, Agents issuing the Loan.  
T. JACKSON,  
Chief Manager.  
Hongkong, September 28, 1901. 2000

**HONGKONG JOCKEY CLUB.**  
NOTICE.  
THE ANNUAL GENERAL MEETING of Members of the above Club will be held in the City Hall, on SATURDAY, the 5th October, at 12 o'clock Noon.  
By Order—  
T. F. HOUGH,  
Clerk of the Course.  
Hongkong, September 25, 1901. 1990

**UNION INSURANCE SOCIETY OF CANTON, LTD.**  
NOTICE TO SHAREHOLDERS.  
NOTICE is hereby that the TWENTY-EIGHTH ORDINARY YEARLY MEETING of the SOCIETY will be held at its Head Office, No. 1 Queen's Buildings, Hongkong, on THURSDAY, the 10th October, 1901, at Noon, for the purpose of receiving the report of the Directors, together with statements of account for the year 1900 and for the half-year ending the 30th June, 1901, and of declaring Dividends, &c.  
The TRANSFER BOOKS of the Society will be CLOSED from the 30th September to the 10th October, both days inclusive.  
By Order of the Board,  
W. J. SAUNDERS,  
Secretary.  
Hongkong, September 20, 1901. 1992

**CANTON INSURANCE OFFICE, LIMITED.**  
NOTICE TO SHAREHOLDERS.  
THE TWENTIETH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned at 12 o'clock (Noon), on THURSDAY, the 10th October, 1901.  
The TRANSFER BOOKS of the Company will be CLOSED from 3rd to the 17th Prox., both days inclusive.  
JARDINE, MATHESON & Co.,  
General Agents,  
Canton Insurance Office, Limited.  
Hongkong, September 25, 1901. 1991

**HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.**  
TIME TABLE.  
WEEK DAYS.  
7.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 3.30 p.m. Every 15 minutes.  
3.30 p.m. to 4.30 p.m. Every 15 minutes.  
4.30 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS.  
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.  
SUNDAYS.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.  
8.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS as on Week Days.  
SATURDAY.  
Extra cars at 11.30 and 11.45 p.m.  
SPECIAL CARS by arrangement at the Company's Office, 38 and 40, Queen's Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, April 2, 1901. 1061

**KWONG FUNG YUEN, TIMBER MERCHANTS.**  
No. 252, Des Voeux Road West, Hongkong.  
HAVE always on hand a large STOCK of the following TIMBER:—  
AMERICAN PINE and FIR.  
BANGOR TRAWOOD.  
HARDWOOD, Etc., Etc. (in Logs & Planks).  
An inspection is respectfully solicited.  
Hongkong, September 4, 1901. 1848

**THE COMMERCIAL LAW AFFECTING CHINESE.**  
With Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.  
(Reprinted from the China Mail.)  
For Sale at the China Mail Office.  
Price 50 cents.

**ADVERTISEMENTS.**  
THE Attention of advertisers is drawn to the fact that the 'China Mail' is now receiving Advertisements and Corrections of Advertisements.  
Alterations and additions to Advertisements on page 2, 3, 4, 5, and 7, should be sent to the Office not later than 11 a.m. New Advertisements should be sent to the Office not later than 11 a.m.

**Intimations.**  
MUSIC LESSONS.  
MR. L. A. GRACA receives Pupils for the VIOLIN, MANDOLINE and PORTUGUESE GUITARRA.  
For Terms, Etc.,  
ROBINSON PIANO Co., Ltd.  
Hongkong, August 15, 1901. 1609

**A. G. ESCAMILLA,**  
11, CHANCERY LANE.  
LESSONS IN PIANOFORTE AND SINGING.  
PRIVATE DANCES ATTENDED.  
Hongkong, September 30, 1901. 2017

**THE ROBINSON PIANO CO. LTD.**  
SINGING, PIANO, MANDO-LINE, BANJO, &c.  
SIGNOR CATTANEO has RESUMED TUITION.  
TERMS, ... \$10 per Month.  
(Two Lessons per Week).  
Care of LANE, CRAWFORD & Co.  
Hongkong, April 22, 1901. 864

**BICYCLES - - - - -**  
AND  
- - - - - TYPEWRITERS.  
SOLD, EXCHANGED AND REPAIRED.  
PRICES VARYING FROM \$65 to \$225.  
ASCETYLNE LAMPS & CAREIDE.  
DRAGON CYCLE DEPOT.  
17, D'Almeida Street.  
Hongkong, 9th February, 1901. 325

**MEE CHEUNG,**  
HIGH-CLASS PHOTOGRAPHER.  
Developing and Printing for Amateurs.  
ENLARGEMENTS A SPECIAL FEATURE.  
1587

**KIRIN BEER.**  
WHISKIES. - -  
OLD TAYLOR, ... \$12.00  
Do. (EXTRA), ... 14.00  
YE AULD TOUN, ... 12.50  
KING WM. IV. V.O.P. ... 23.00  
of great age.

**W. H. POTTS & CO.,**  
No. 3, QUEEN'S BUILDINGS.  
No. 252, Des Voeux Road West, Hongkong.

**Why?**  
A cup of Bovril, so readily prepared, is the best stimulant that can be had—refreshing, nourishing, and strengthening. It promotes a good digestion.  
**BOVRIL**

**Business Notices.**  
BELL'S ASBESTOS EASTERN AGENCY, LIMITED.  
4, PRAYA CENTRAL  
(NEAR THE ENGINEERS' INSTITUTE).  
PACKING OF EVERY DESCRIPTION, BOILER COMPOSITION, ENGINE AND OTHER OILS, ALWAYS KEPT IN STOCK.  
ALL ARTICLES OF FIRST-CLASS QUALITY.  
BRADLEY & Co., Managers.

**LANE, CRAWFORD & CO.**  
FOOTBALL SEASON.  
THE "CERT" BOOT (Patented).  
FOOTBALL BOOTS.  
As Worn by all the Leading Players.  
All Sizes in Stock, from \$5.50 per pair.  
LANE, CRAWFORD & CO. 1605

**HONGKONG HOTEL.**  
A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT.  
NEWLY-FURNISHED ROOMS.  
TWO ELEVATORS.  
NEW REFRIGERATING PLANT.  
BEST QUALITY LIQUORS & PROVISIONS.  
2196  
DENNY, MOTT & DICKSON, LD.,  
BANGKOK (SIAM).  
TEAK MERCHANTS AND SAW MILLERS.  
SIEMSEN & CO.,  
Sole Agents for Hongkong and South China.  
Hongkong, August 1, 1901. 1588

**JOHNSON'S - - -**  
DIGESTIVE TABLETS.  
The Great Remedy for  
INDIGESTION, DYSPEPSIA, FLATULENCY  
AND ACIDITY OF THE STOMACH.  
VICTORIA DISPENSARY  
QUEEN'S ROAD.  
1763

**HOCKS, MOSELLES, -**  
AND CHAMPAGNES. -  
The undersigned having been appointed Sole Agents of the well-known Firm  
HENKELL & CO., MAINZ,  
they always hold a Stock of their CELEBRATED and ABSOLUTELY PURE  
HOCKS AND MOSELLES,  
Wiersteiner, Berncastler, Oestricher, Erdener Treppchen, Marochrunner, Josephshofer.  
CHAMPAGNES, Henkell Trocken (Dry), Henkell Sekt Trocken (Extra Dry)  
SIEMSEN & CO. 1461  
Hongkong, 15th July, 1901.

**ASK FOR FERGUSON'S**  
**P. & O.**  
SPECIAL LIQUEUR, 10 YEARS OLD HIGHLAND WHISKY.  
FERGUSON'S  
SPECIAL CREAM  
BREADALBANE HIGHLAND WHISKY.  
These are the finest productions of Scotland, devoid absolutely of all deleterious matter.  
THE CREME DE LA CREME OF WHISKIES.  
PURE AND MILD.  
Sole Importers,  
F. J. JACKHEAD & Co.

**WILLIAM POWELL, Ltd.,**  
GENERAL DRAPERS AND FURNISHERS,  
OPPOSITE POST OFFICE (UPSTAIRS).  
A LARGE QUANTITY OF  
BEDSTEADS, COTS,  
AND  
SPRING MATTRESSES.  
NOW ON VIEW.  
DRAPERY DEPARTMENT, contains: EVERY-THING for LADIES' and CHILDREN'S WEAR.  
GREEN ISLAND CEMENT CO., LD.  
Portland Cement.  
In casks of 375 lbs net \$5.50 per cask, ex Factory.  
In bags of 250 lbs net \$3.30 per bag, ex Factory.  
FACTORIES—HONGKONG AND MACAO  
Glazed Stoneware, Drain Pipes and Fittings, Glazed Paving Bricks and Tiles, Fire Bricks and Fire Clay.  
FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.  
For further particulars, apply to  
Shewan, Tomes & Co.,  
GENERAL MANAGERS. 2835

**Cutler, Palmer & Co.,**  
LONDON.  
(Wine Shippers to China since 1816).  
Have always Stocks of their well-known Brands with  
Hongkong, 15th July, 1901. SIEMSEN & CO. 1462

**W. BREWER & CO.**  
Donaldson's Drawing and Rough Sketching for Marine Engineers ... 4.50  
A Maker of Nations, by Guy Boothby 3.54  
AMillionaire's Love Story, by G. Boothby 1.50  
The Coward, by Jefferson ... 1.50  
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Great Battles of the World, by Craue. 1.50  
Tristram of Blent, by Anthony Hope. 1.50  
A Cabinet Secret, by Guy Boothby ... 1.50  
Borrow's Bible in Spain—cloth ... 1.50  
Chamber's Etymological Dictionary 1901 ... each 7.50  
Reed's Engineers' Hand-Book ... 8.50  
Burgess's Engineers' Hand-Book ... 8.50  
The Great Tontine, by Hawley Smart 0.55  
Reed's Fings and Funnels ... 2.50  
Maxims of La Rochefoucauld ... 1.00  
Bellow's Noted French Dictionary ... 6.50  
Russian Self Taught ... 0.70

**CHAS. HEIDSIECK'S - -**  
CHAMPAGNES:  
WHITE SEAL (1893 VINTAGE).  
CACHET IMPERIAL (Extra Dry; Gout Americain)  
PURVEYOR TO HIS MAJESTY KING EDWARD.  
SIEMSEN & CO.,  
SOLE AGENTS FOR CHINA AND JAPAN.

**THE PHARMACY,**  
10 Queen's Road Central, Hongkong.  
ENGLISH and FOREIGN PATENT MEDICINES. Prescriptions carefully dispensed by a qualified CHEMIST. Special attention to FRENCH and Other FOREIGN FORMULAE.  
Commission Agents—  
LANDOLT & FLINT.  
1882

**STONE GINGER BEER.**  
BREWED BY THE AQUARIUS CO., SHANGHAI.  
TO BE OBTAINED FROM  
Caldbeck, Macgregor & Co.,  
WINE & SPIRIT MERCHANTS  
15, Queen's Road,  
Hongkong, October 1, 1901.

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WINE & SPIRIT MERCHANTS  
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Hongkong, October 1, 1901.

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TO BE OBTAINED FROM  
Caldbeck, Macgregor & Co.,  
WINE & SPIRIT MERCHANTS  
15, Queen's Road,  
Hongkong, October 1, 1901.



## Intimations.

G. FALCONER & Co.,  
WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE ASSORTMENT OF SPECTACLES.  
PINCE-NEZ AND EYE PRESERVES.  
G. FALCONER & Co. are Agents for RUSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KEVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.  
64, QUEEN'S ROAD.

M. MUMEYA,  
JAPANESE ARTIST AND PHOTOGRAPHER  
ENLARGEMENTS ON BROMIDE PAPER  
AND FINISHED IN CRAYON.  
ALL KINDS OF WORK DONE FOR AMATEURS.  
82, QUEEN'S ROAD CENTRAL.



Manufactured only by LAMBERT AND BUTLER, LTD., London, England.

KELLY & WALSH, LTD.  
NEW BOOKS.

THE ETERNAL CITY, by HALL  
GAINE ... .. \$3.50  
A Retrospect on the South African  
War, by Lieut. Col. E. S. May  
R.A. ... .. 3.00  
Fifteen Studies in Book-keeping, by  
A. W. Simulium ... .. 2.50  
Business Terms and Phrases ... .. 1.50  
Modern Business Methods, by F.  
Hooper and J. Graham ... .. 2.25  
Maps; Their Uses and Construction,  
by G. J. Morrison ... .. 3.25  
Orient Time Guide, by W. J. Laffie ... 1.50  
The Chinese Crisis from Within, by  
Wen Ching ... .. 2.25  
As the Chinese See Us, by T. G.  
Selby ... .. 3.50  
China: Her History, Diplomacy and  
Commerce, by E. H. Parker ... .. 4.00  
The Siege in Peking, by W. A. P.  
Martin ... .. 2.25  
An American Cruiser in the East, by  
J. D. Ford, U.S.N. ... .. 0.50  
Thaw from the Land of Shim, by Sir  
R. Hart ... .. 3.50  
Home Thoughts, by C. ... .. 3.75

The Training of the Body for Games,  
Athletics and other Forms of Exer-  
cise, by F. A. Schmidt, M.D., and  
E. H. Miles, M.A. ... .. 4.50

JUST PUBLISHED.  
THE FIGHTING IN NORTH CHINA,  
by G. Gips, R.N.  
Price ... .. \$2.00

BLUE-BOOKS.  
No. 6. Further Correspondence Re-  
specting the Disturbances in China. \$1.00  
No. 7. Correspondence Respecting  
the Imperial Railway in North  
China ... .. 0.85

SANDOW'S  
OWN COMBINED DEVELOPERS  
AND  
GRIP DUMB-BELLS  
FOR MEN, WOMEN AND CHILDREN.

## JAPAN COALS.

THE MITSUI BUSSAN KAISHA  
(Or MITSUI & CO.)

HEAD OFFICE: 43, SARAHOTO-CHO, TOKYO.  
LONDON OFFICE: 34, LIME STREET, E.C.  
HONGKONG OFFICE: 5, ICE HOUSE STREET.

BRANCH OFFICES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Anoy,  
Shanghai, Hankow, Chio, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo,  
Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Fukuoka, Shin-osaka, Moji, Waka-  
matsu, Kumamoto, Nagasaki, Kuchinotsu, Saicho, Misaki, Hakodate, Taipei, etc.

Telegraphic Address for all the Office: "MITSUI."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armies and Railway;  
Principal Railway Companies and Industrial Works; Home and Foreign Mail and  
Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Tanigawa, Yamano, and Ida Coal Mines.  
SOLE AGENTS for Fukuma, Hokoku, Ichimura, Kaneda, Kishima, Mannoura, Onoura,  
Onogi, Tohmyama, Tsuchikura, Yashimatsu, Yashiro, Yumikura, and other Coal  
Mines.

Hongkong, August 1, 1901.

N. INUZUKA, Manager.

Milkmaid  
BRAND  
Milk

Guaranteed  
Full Cream.



Largest Sale in the World.

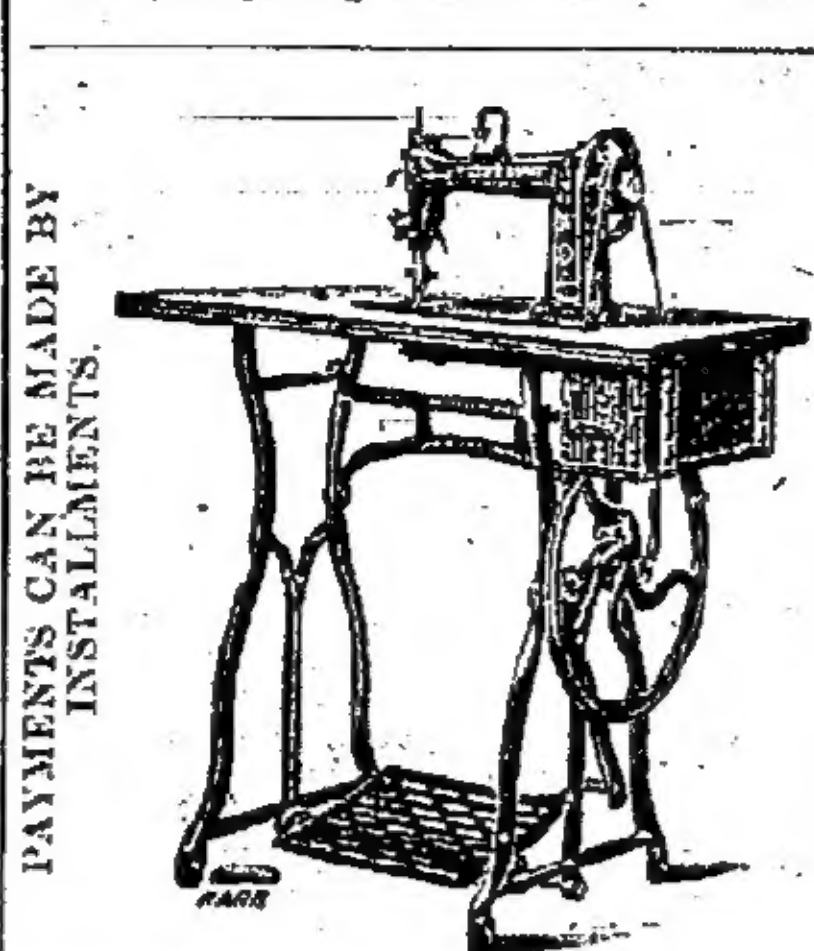
"HARLENE" FOR THE  
HAIR

THE VERY FINEST DRESSING.  
SPECIALLY PREPARED AND DELICATELY PERFUMED.  
RESTORES THE HAIR  
PROMOTES THE GROWTH.  
ARRESTS THE FALL.  
STRENGTHENS THE ROOTS.  
REMOVES DANDRUFF.  
ALLAYS ALL IRRITATION.  
EDWARDS' HARLENE CO., 35 & 36, HIGH HOLBORN, LONDON, ENG.

## Intimations.

THE MUTUAL STORES,  
WHOLESALE & RETAIL GROCERS,  
PROVISION DEALERS,  
WINE AND SPIRIT MERCHANTS,  
8 and 10, D'Aguiar Street.  
Orders promptly attended to.  
Retail Price Lists may be had on appli-  
cation.  
Hongkong, August 20, 1901.

Payments can be made by  
INSTALLMENTS.



WHEELER & WILSON'S  
AND  
SINGER'S MACHINES.

APPLY TO  
DOOLITTLE & POLLOCK  
1, WELLINGTON STREET.

SEND FOR CATALOGUE & LISTS.

2482

JUST UNPACKED.

BEST GERMAN SAUSAGES of a  
well-known make in Small and Large  
Tins of various kinds.  
Finest WESTPHALIAN HAMS.  
H. RUTTONJEE,  
6, D'Aguiar Street,  
- 39 and 40, Elgin Road, Kowloon,  
Hongkong, July 15, 1901.

THE  
CHINA AND JAPAN  
TELEPHONE

AND  
ELECTRIC COMPANY,  
LIMITED.

NEW REGULATIONS.

SUBSCRIBERS are no-  
tified that when A CALL  
IS MADE and the  
TELEPHONE IS NOT  
ANSWERED by the  
PERSON ACTUALLY RE-

QUIRED, instead of Listen-  
ing until this Person can  
be found it is better to  
give their Name and  
Number to anyone an-  
swering, and then TO  
RING OFF.

WHEN THE PERSON RE-  
QUIRED REACHES THE  
INSTRUMENT, A FRESH  
CALL CAN THEN BE  
MADE FROM THAT END.

For full particulars, &c., &c.,  
Apply to  
W. STUART HARRISON,  
Manager.

Hongkong, September 16, 1901.

WEEKLY NEWS  
FOR HOME.

The Overland China Mail

Published to suit the Departure  
of each English and French  
Mail Steamer to Europe.

FULL REPORTS  
AND ALL THE LATEST INTELLIGENCE  
(Commercial, Shipping, etc.)  
\$14 per Annum (including Postage).  
"China Mail" Office,  
5, WYNDHAM STREET, HONGKONG.

## Dentistry.

S. I. EN TING,  
Surgeon-Dentist,  
No. 14, D'Aguiar Street.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, April 24, 1900.

DENTISTRY.  
AMERICAN SYSTEM,  
WONG HO-MI,  
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the world was rowed on the 4th Sept.  
While professional rowers were merely  
boatmen, or servants to the amateurs,  
there was nothing done in the way of  
match-making for stakes, prizes, or  
titles; so it was not until 1831 that a  
race was held for the championship of  
the Thames, the first recorded, and it  
is worthy of note that it was rowed just  
70 years ago, on September 9. Charles  
Campbell, aged 26, of 113st. weight,  
beat John Williams, and became the  
champion. Some years later he was  
recognised as the champion of England,  
and his name more by courtesy than  
right is still allowed to head the list of  
champion scullers of the world. Seven  
years later a second race was won by  
Campbell, the challenger being a most  
remarkable little man named Robert  
Coombes, whose trained weight was  
8st. 12lb., and his height but 5ft. 5in.  
Campbell would be 33 years of age (in  
1838), and Coombes was 30. At this  
time there was by no means a dearth of  
professionals, but they favoured four-  
oared rowing. In 1840 Coombes again  
challenged Campbell, and won, the  
course being from Putney Bridge to the  
'Ship' at Mortlake. In the following  
year Coombes beat R. Newell, and was  
not afterwards troubled to defend his  
title until T. Mackinnon challenged him  
in 1851, when the holder was again  
successful, although at the time 46  
years of age. In 1852 this determined  
little champion was twice defeated by  
Thomas Cole, a young and powerful  
man, James Messenger, who died last  
June, then came to the front, and in  
1854 beat Cole. Messenger held the  
title without having to race until  
that great sculler Harry Kelley came  
out in 1857 and beat him. Racing for  
the championship now became very in-  
teresting, and the contests were exceed-  
ingly popular. Kelley was probably the  
best man who had appeared so far, but  
he was beaten by Robert Chambers, a  
Newcastle man, in 1858. Chambers  
then beat J. White in 1860, and G. W.  
Everson in 1863.

It was about 1859 that several English  
scullers came to America, including  
James Edwards, Thomas Edward,  
White, and Candlish. These men  
taught us how to row light boats  
and how to train. Edwards, who  
is now head of the firm of boat-  
builders in Melbourne, introducing the  
sculling outrigger. In competitions  
here it was found our men could more  
than hold their own, and Dick Green,  
the best of the lot, was sent to England  
to row Chambers. The race took place  
on the Thames, June 16, 1863, and the  
Englishman, who was in good condi-  
tion, beat Green, who was far from  
well. Mr. George Thornton tried to  
make another match, but they never  
met again. Harry Kelley was still a  
first-class man, and in 1865 beat Cham-  
bers, following this up by beating J.  
Hamill, the American sculler, on the  
Tye, in 1866. Later in the same  
year Chambers beat J. H. Sadler for  
the title, but in the following year  
Kelley again displaced Chambers. In  
1868 James Renforth, a splendid oar-  
man, came out and beat Kelley, his  
time for the Putney to Mortlake course  
being a record—23 minutes 15 seconds,  
a very fine performance, on a fixed seat.  
He was never beaten, but died in 1871,  
and after a series of races J. H. Sadler  
beat R. Bagnall in 1874, and R. W.  
Boyd in 1875.

The Australian champion of this time  
was Edward Trickett, and it was de-  
termined to match him against Sadler.  
They met on the Thames, June 27, 1876,  
for £400 stakes and the championship  
of the world. Trickett won easily, but  
declined to wait to row J. Higgins, a  
challenger who was at the time in  
America. On Trickett's return home  
he was challenged by M. Rush, who  
was anxious to row him before he left  
for England. The race was rowed June  
30, 1877, on the Parramatta River.  
Rush used a fixed seat boat, but  
Trickett had a slide, and won easily.  
An enormous crowd witnessed the race,  
and it is doubtful if a larger number of  
people have since attended a champion-  
ship on the river. Both men were of  
gigantic proportions. Trickett 6ft. 3in.  
in height, and 12st. 12lb. in weight.  
Rush is well over 6ft. in height, and  
rowed at about 12st. 10lb. weight.  
These were the biggest and strongest  
men who had rowed for the title.  
Renforth's weight was 11st. 4lb., Chambers  
8st. 12lb., Kelley 10st. 10lb., and Sadler  
10st. 7lb. Elias Laycock soon came to  
the front, another big man, 6ft. 2in.  
in height, and 12st. 8lb. in weight.  
He challenged the champion, and they  
met in 1879 on the Parramatta.  
Trickett was at this time a very fine  
sculler indeed, and he won easily from  
Laycock, who used sculls with 8in.  
blades, and far too far and heavy.

Edward Hanlan had been steadily  
working his way to the front, and in  
Canada the United States and England  
was regarded as invincible. He was  
strong, only 10st. 6lb. weight, but  
splendid endurance, was well boated,  
and about 23 years of age. But above  
all he had mastered the propulsive use  
of the blade. It was he, who found out  
that a slow recovery allowed the boat  
to run between strokes. Likewise he  
knew just the right kind of stroke to  
produce a maximum of speed. Hanlan  
was just what all who had seen him  
said he was—invincible. We didn't  
credit it. That Hanlan, a trifle over  
10st. weight and but 5ft. 8in. in height,  
was a better man than our gigantic  
champion was incredibly. He might be  
good enough for millionaires, Americans,  
and such Englishmen as Hawdon and  
Elliot, but what possible chance could  
he have against our 'conquistor'? We  
all agreed the answer was 'None'.  
Hard things were said by both sides,  
and while we called Hanlan a 'blower',  
he called our men a 'fraud' and denied  
that he was champion. They agreed to  
meet on the Thames, and they did meet,  
November 15, 1880. It was cold,  
miserable weather, not at all suitable  
to the sun-dried Australian, but he was  
considered well enough. It was a hard  
race for a while, then Trickett was  
done, and the great Canadian merely  
paddled over the latter part of the  
course. To say that we were surprised  
at the result can never convey our feel-  
ings. We did not get over it for years;  
and even now it is best passed over in a  
hurry, for the remembrance of those  
days is bitter. Laycock was in England  
at the time, and thrashed a half-dozen  
of the best men, excepting Hanlan.  
He, the 'Australian Bushman', as they  
called him, said, 'Look here, Hanlan,  
you beat my mate because he is ill; I  
am not ill, and you cannot beat me, if  
you think you can, you can take £500  
off me.' Hanlan's answer was, 'I'll  
row.' The race was soon fixed up, and  
in the bitterest of cold weather, the  
hardest winter seen in England for over  
40 years, they met. It was February,  
1881, and after several postponements  
because of the ice on the water the race  
was rowed, Hanlan won. Laycock  
returned home, but Trickett went to  
America, hoping to get another race  
with Hanlan. There he met Gaudaur  
and several other scullers, but not the  
champion. In 1882 R. W. Boyd, the  
English champion, got a race with  
Hanlan for the title, but he had no  
chance whatever, although a good man.  
Trickett had followed Hanlan to Eng-  
land, and for the second time the Aus-  
tralian was beaten for the championship,  
the race being rowed on the Thames,  
June 1, 1882, just a month after Boyd  
had been beaten by the great Canadian.  
Trickett returned to Sydney, and Han-  
lan to Toronto. In America the first-  
class men were Teemer, Gaudaur,  
O'Connor, Homer, Ross, Ten Eyck,  
and a few less known scullers.

In Australia, the best of quite a num-  
ber of good men were Laycock, Rush,  
Trickett, Clifford, Matterson, and Beach;  
the three first-named having passed their  
prizes, but the other three rising fast.  
Kemp also was then coming out.  
Hanlan had Wallace Ross in 1883, but  
this does not seem to have been for the  
championship. The holder of the title  
rowed in regatta races for a share of  
gate money, and prize money found by  
speculators. He tired of this, and  
knowing very little of the vigorous life  
of Australian rowing determined to go  
to Sydney, hoping to get another match  
with his rival, Edward Trickett. Mean-  
while a series of races, in 1883 and the  
early part of 1884, had proved that  
Beach was a better man than Trickett  
or Laycock. The last-named had suf-  
fered with a broken leg, and was just re



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he got on a race with Clifford and beat him. Of course, this was not for the championship, as neither then had any claim to the title. Beach then rowed Clifford for the championship in February, 1885, and won. Clifford was an old rival, and hailed from Dapto, where Beach had been living.

The second race between Beach and Hanlan was rowed March 28 of the same year on the Parramatta, and the Australian won comfortably. The stakes were again £1000, and Hanlan had no excuses this time. Shortly afterwards he returned to America, a poorer man, having lost his money and his great reputation as the finest sculler in the world. It was a bad day for Hanlan when he decided to come to Sydney, but it was a great day for Australian rowing, and to Hanlan we are indebted for the splendid successes of our men since then. He taught us just what we wanted to know and had no knowledge of, how to grip the water, release the blades at the finish, and how to use the slide. Our men soon picked up the correct methods.

Beach now had as a rival the brilliant young sculler Niel Matterson, but when they met on December 18, 1885, for £400 and the title Beach proved a whole class better than his fellow colonist. Next year we heard highly coloured reports of Hanlan's want of appreciation of Australian scullers, but he had his troubles at home, for Gaudaur and Teemer beat him. After a series of in and out rowing Gaudaur was found to be the champion of America.

## SCULLING BOOM IN ENGLAND.

A big sculling boom took place in England in 1886, chiefly due to the presence of Beach, Matterson, Kemp, and Nielsen, of Sydney, and of Gaudaur, Teemer, Ross, and G. W. Lee, of America. A lot of racing took place during the season, ending in Beach rowing Gaudaur for the championship and £1000 stakes, on the Thames, September 18. It was perhaps the most sensational race ever rowed on the Thames, or anywhere else. Beach started at odds of 2 to 1 on him, took the lead, held it for two miles, then collapsed. He was dreadfully pumped out, but so was Gaudaur. Beach stopped, and his rival got so far in front that odds of 30 to 1 found but few takers. Beach started off again, caught his man, but was forced to stop from exhaustion. Gaudaur got away again, but Beach had just a little left in him, and putting on his best remaining strength won through sheer courage. Beach well deserved the praise he got, and no one has ever graded Gaudaur full recognition of his wonderful performance. It was a race that will always hold its place as one of the greatest events in the history of rowing. Hanlan was there and tried to corner

Beach for a race. He talked of rowing for £5000 a side, and allowing £2000 for expenses if Beach would row in America. The champion declined all offers, but said Hanlan could have all he wanted in Australia. A week afterwards (September 25) Beach had a fairly easy win from Wallace Ross for the championship and £1000 stakes on the Thames. He then returned home, and was accorded a magnificent reception at Sydney.

So far as could be learned no one wanted to row Beach, and he now enjoyed immense popularity at home and in England. Hanlan on his return home rowed many races, and became the champion of America. This evidently influenced him in making a return to Sydney, and shortly after his arrival here he was matched against Beach for the championship and £1000 stakes. The race was rowed November 26, 1887, on the Nepean, which is probably the best course in the world. Hanlan rowed a splendid race, and was beaten with difficulty. The next day Beach retired, and allowed the title to pass to his trainer, Peter Kemp, who had challenged him in a friendly way. This led Hanlan to challenge Kemp, but Tom Clifford was given first try, and failed, then Hanlan rowed Kemp twice, all three races being rowed in 1888, and all were good wins for the man to whom Beach had given or forfeited the championship. Henry Searle appeared on the Parramatta in this year, a fitting compliment to Australia's centenary. He quickly worked his way to the front, for in June he was a novice, and in October he was champion, beating Kemp in that month. Beach and Hanlan saw him row, and were agreed for once, in that they recognised Searle as a man best left alone. Next year the new champion was matched against W. J. O'Connor, who, like Hanlan, was a Canadian. They met on the Thames in September, 1889, and Searle won easily. Three months later poor young Searle's funeral passed through Sydney, he having died at Williamstown, near Melbourne, on December 10, of typhoid fever.

Searle's last expressed wish in connection with the passing of the championship was that it should go to the best man after a series of test races. This was done, and Niel Matterson, the fast friend and tutor of the dead champion met the ex-champion, Peter Kemp. Kemp won easily in 1890, and later in the same year, beat John McLean, a very fast sculler from the Richmond River, who started too late in life to climb to the championship. Previous to this James Stanbury had been kept in the background for a year or two, but it was understood that he was waiting for Searle's return from England. They had had one race together, a terrific race, it appeared, but Searle's backers knew that although the record

for the Parramatta course was out from 20 minutes 11 seconds to 19 minutes 53 seconds, their man won easily. Searle being dead, the last man he beat, a man who never held the championship, W. J. O'Connor, claimed the title. He had done well in America, and was a better man than Gaudaur. At the time, so he came uninvited suddenly to Sydney in 1890. Kemp was then champion, and the claimant wanted to row him, but by a ruse he was induced to tackle the saved up Stanbury, not for the championship, but for £1000 stakes. O'Connor was beaten twice for the same stakes, he having protested against them passing to Stanbury after the first race owing to a foul claim, but not allowed. O'Connor did not stay long, and did not row Kemp, but John McLean did, and beat him in the same year. Stanbury was then brought forward, and in 1891 he twice defeated McLean for the title. Tom Sullivan, from New Zealand, had done remarkably well, and finished up by rowing Stanbury for the title. It was a fairly close race, but the title did not pass.

Stanbury was left alone for nearly four years; then he was challenged by C. R. Harding to row on the Thames for the title and £1000 stakes. It was 20 years since an English sculler had challenged an Australian for the championship, and it was left to a small man to do it. Harding was but 9½ stone weight and 5ft 5½ in. in height. Stanbury was over 12 stone in weight, and over 6ft in height. The little man, owed very well indeed, but had no chance, so once more the title was held by Australia. Meanwhile Gaudaur had come to the front again in America, and accepted an offer to row Stanbury on the Thames for £500 stakes and the titles held by the Australian. They met on September 7, 1896; Gaudaur had not only more pace, but more stamina, and he won by a distance. Stanbury was not well trained, but on his return home he said he was satisfied to leave the Canadian alone for the future. The result of the race caused great surprise, but there is no doubt the better man won. Next year Gaudaur rowed a race against Johnston, an unknown man, in British Columbia, and this is supposed to have been for the championship, but the challenger had no chance whatever.

For the past two years George Towns has endeavoured to get a race against Gaudaur, and on July 1 last articles were signed to row for £500 stakes and the world's championship at Rat Portage, Ontario, Canada, over a course of about three miles, with a turn at the half distance. —*Sydney Morning Herald.*

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**General Memoranda.**

THURSDAY, October 3:—

Goods per *Teind* not cleared after this date subject to rent.

Goods per *Benjal* not cleared at 4 p.m. subject to rent.

FRIDAY, October 4:—

Noon.—First Meeting Creditors of Yik Chan, No. 59, Second Street.

SATURDAY, October 5:—

Noon.—Meeting of Jockey Club, City Hall.

THURSDAY, October 10:—

Noon.—Meeting of Union Insurance Society of Canton, Ltd., at the Society's Head Office.

Sale of the British ship *Cedate Bonill*.

**MARRIAGE.**  
On the 1st October, at St. John's Cathedral, by the Rev. F. T. Johnson, M.A., GEORGE HARRY, only son of George Dann, Melbourn, to OLIVE MINNIE, youngest daughter of T. C. Street, Wilkesden Green, London.

*The publication of this notice is considered as 6.20 a.m.*

**The China Mail.**  
HONGKONG, TUESDAY, OCTOBER 1, 1901.

**EDITORIAL COMMENT.**

When, at the outset of

SURRENDERING the Boer war in 1899, a

TO THE correspondent wrote to

us in denunciatory terms

of the wholesale surren-

der at Nicholson's Nek, he, in turn, was

denounced by several correspondents,

who held that it was better to surren-

der with the hope of being able to fight

again than to be killed or maimed by a

hidden foe. Since Nicholson's Nek, there

has been every humiliating surrender,

relieved, every patriotic Britisher must

be thankful to say, by as many stubborn

defences and notable victories against

almost overwhelming numbers. Never-

theless, it has been a disappointing

feature of the present campaign that

the British soldier has had to capitulate

with a frequency never dreamt of in

previous campaigns, and it is little won-

der that pessimistic critics are saying

that a change is coming over the British

race and that we are less courageous in

the face of danger and less mindful of

that quality which is comprehensively

spoken of as 'honour.' Some people

feel keenly the implied disgrace of sur-

render, and, whether it is reasonable or

unreasonable, they cannot withhold the

tribute of admiration for a man and

soldier like Lieut.-Colonel Vandelaar, of

the Irish Guards, who is reported to have

preferred death to surrender. That this

spirit is not confined to the higher ranks

we have already had ample testimony,

and in a Pretoria despatch we read:

—'Commandant Wolmarans,' writing

about the fight at Bronkhorst Spruit,

mentions the bravery of Private Doolan,

of the Constabulary. When surround-

ed by 15 Boers and summoned to sur-

render, Doolan called out, "Divil a sur-

render," and fought on, killing four

Boers before he fell wounded, it is

believed mortally. We take it that

Doolan was an Irishman, or at least

of Irish extraction, and at a time when

the Irish political agitator is openly

hobnobbing with our Boer enemies

and communicating with ex-President

Kruger and other Boer leaders, it is

comforting to read of two conspicuous

examples of Irish bravery. The follow-

ing letter, signed by 'Ceil Murphy,

Major R.A., retired,' appears in a London

newspaper of the 27th August, and in

reproducing it we can only express our

profound regret that there should be

even the semblance of an excuse for the

publication of such a letter.—Is it not

time that some serious steps should

be taken against the scandal of 'Sur-

render' that is making the English

Army a by-word? If one or two

officers were tried for cowardice after

surrender, and, if found guilty, shot, it

would put a sudden stop to it, restore

our good name, and end the war very

soon. I, who say this, have a son, a

Captain of Militia, on service in South

Africa. I have told him I would rather

hear that he was dead, than that he had

made one of these disgraceful surrenders.

**LOCAL AND GENERAL.**

**\* To Subscribers.**

In order to expedite the work of distributing this newspaper to subscribers throughout the Colony, we are re-arranging the Districts of our delivery circles. If any irregularity occurs in delivery, we hope subscribers will notify us at once. The change will be introduced in the various districts in the course of the present month.

**Notes by the Way.**

The English Mail of the 31st August was delivered in London on the 27th Sept.

The Potosi island pirates have been committed for trial at the October Criminal Sessions.

There was one more fatal Chinese plague case in the Colony during the past twenty-four hours.

Señor Sagasta gives a categorical denial to the statement that Russia had requested Spain for authority to establish a coaling station at Port Mahon.

His Lordship Chief Justice Sir John Carrington and his daughter returned to the Colony this morning by the *Empress of China*, after a holiday in Japan.

Lieut. Colonel A. H. Thomas, D.S.O., Army Service Corps, who was D.A.A.G. in Hongkong a few years ago and rode at our local Race Meetings, is now an Assistant Adjutant General in South Africa.

Statistical reports published, show that during the year 1900, liquors were imported into the Port of Manila to the value of \$1,534,558' gold, and that flour was imported during the same period to the value of \$411,610 gold. The people will no doubt wonder what on earth was done with so much flour. The proportion appears to be one solid to four liquids.

**Hockey.**

On Wednesday, the 2nd inst., the Royal Navy will play the Indian Brigade on the Kowloon parade ground at 4.45 p.m. By kind permission of Colonel Baillie and Officers, 22nd Bombay Infantry, the band will play a selection of music, and the Officers of the Brigade will be 'At Home' to their friends.

**Salvage of 'Fatami Maru.'**

On Friday, 29th ult., the launch *Holfield*, belonging to the Compania Maritima, arrived in Manila with the ship *Florence S.* in tow. Work had just been completed on the *Fatami Maru*, the Japanese steamer wrecked at Punta Calavite, on the north-east coast of Mindoro, and the last of the salvage had been secured. This cargo was stowed away in the hold of the *Florence S.* The salvage work was undertaken and performed by Mr Henry Woolfe.

**Australian Troupe Hymeneals.**

To the strains of Mendelssohn's 'Wedding March,' Mr. Frank Finlay (Business Manager of the Zorrilla Theatre) and Miss Virgie Rosner (member of the Australian Vaudeville Co.), says the *Manila Times*, of the 21st ult., walked down the aisle of the Chapel in the Quai de Espana on Saturday last, and were united in the bonds of holy matrimony by the Rev. Chas. Walkley. The wedding, which will come as a surprise to the friends of the contracting parties, was the 'initial performance' of a series of matrimonial vows of the same nature which will take place in the near future.

**The Philippines a Paying Investment.**

It was some cynical wit who once observed—that of all things which lie the worst three are facts, figures, and statistics—and the greatest of these is statistics. Nevertheless, says the *Manila Times*, of the 21st ult., the latest statistical issue from the office of the Treasurer of the Philippine Archipelago comes with a certain feeling of comfort and reassurance, showing, as it does, that there is at present on hand in the treasury the snug little sum of \$4,712,611.26, in U.S. currency. This, moreover, is not all, as the actual amount, owing to appropriations which it has been found unnecessary to use, totals something like \$7,000,000.00.

**Mr Chamberlain on Malaria.**

Mr Chamberlain has sent a letter to the Liverpool School of Tropical Medicine with reference to the action of the School in despatching Expeditions to the tropics to investigate the causes of malaria and other diseases. The Colonial Secretary expresses his appreciation of the continued efforts which are being made by the Liverpool School to discover the means of improving the conditions of health in British tropical Colonies, and says he has been glad to note the terms in which the School referred to the assistance rendered by the Governors of the West African Colonies to the Expedition under Major Ross.

**STRICKEN WITH PARALYSIS.**

HENDERSON Grinneth, of this place, was stricken with partial paralysis and completely lost the use of one arm and side. After being treated by an eminent physician for quite a while without relief, my wife recommended Chamberlain's Pain Balm, and after using two bottles of it he is almost entirely cured.—Geo. McDonald, Man. Logan Co., W. Va., U.S.A. Several other very remarkable cases of partial paralysis have been effected by the use of this liniment. It is most widely known, however, as a cure for rheumatism, sprains and bruises. Sold by All Dealers, WATKINS & Co., Ltd., General Agents.

**ENRICHED HER BLOOD.**

I had a bad attack of the Grippe, and didn't feel like myself until I took Stearns' Wine. It helped me wonderfully. My sister was so pleased with the good it did me that she took it, too. She was all dragged out, no appetite, and her blood was poor.

DEBBY HARRISWAY.

118 Maple St.,

Hongkong.

**LOCAL AND GENERAL.**

**A Dukedom for Lord Salisbury.**

The Birmingham *Daily Post* says that King Edward is likely to confer a Dukedom on Lord Salisbury at the time of His Majesty's coronation.

**A German Colonial Army.**

Count von Baelow, the Imperial Chancellor, is formulating proposals which he will soon submit to the German States, for the formation of the Colonial Army.

**The Share Market.**

To-day, Hongkong and Shanghai Bank shares are quoted at \$61 7/8 buyers, Hongkong and Whampoa Docks at \$285 buyers, and Douglas Steamships at \$43, ex dividend buyers.

**An Unstamped Receipt.**

To-day, at the Magistracy, A. E. Hollings, of the Ice Depot, was, on the complaint of the Acting Collector of Stamp Revenue, fined \$5 for having, on 5th September, signed a receipt for a sum exceeding ten dollars and neglecting to affix a stamp thereon.

**The Command of the Troops.**

To-day, H. E. Major-General Gascoigne, C.M.G., returned to the Colony after a brief and invigorating trip to Canada. Colonel Brown, R.E., who has performed His Excellency's duties during his absence and the Officers of the Headquarters Staff went on board the *Empress of China* and welcomed their chief back to Hongkong. General Gascoigne resumed duty at once. Lady Gascoigne and Captain the Hon. H. F. Trufusis, A.D.C., also returned to the Colony.

**The Commissioner of Weihaiwei.**

The appointment of Colonel Ward as Commissioner of Weihaiwei is undoubtedly the best selection that could be made, says *The Pioneer*. 'He has already acted as Civil and Military Commissioner of the port, and probably knows more of its requirements and possibilities than any other man. It may be remarked that the Government seems still uncertain as to the value of Weihaiwei, and as to what shall be done with it. Its transfer to the Colonial Office was recently announced, and it appears that all work upon the fortifications was stopped not long ago. A curious rumour was recently current in China to the effect that the British Government was to hand the place over to Germany on condition of the latter recognising our claim, whatever it may be, to the Yangtze Valley, but as Germany had nothing to gain by its acquisition, and nothing of value to offer in exchange, the report did not carry much conviction.

**The Art Journal.**

The September number of *The Art Journal* (Messrs H. Virtue and Co.), just to hand, opens with Mr Claudio Phillip's illuminating continuation of the Hertford House Collection. The article, abundantly illustrated, is mainly about the great master Antoine Watteau, the incomparable painter of *Fêtes Galantes*, who with his artistic descendant Fragonard, to be treated of in a separate article, remains the only French post-painter of 18th century. There are nine Watteaus in the Wallace collection: no other single gallery, public or private, possesses such a precious series. Mr Geo. Montbard, equally facile with pen and pencil, tells us still further of Fetz, the Capital of Morocco. Some remarks on Knid Maclean, the celebrated Scot, now a British Knight, and his reorganisation of the Moorish army, are full of vivid interest at the present moment. Samuel J. Hodson, R.W.S., as a painter of Romantic cities—Piazza delle Erbe, Verona; rue de la grosse horloge, Rouen; Hôtel de Ville Brussels; Innsbruck; Abbaye, market morning;—receives exceptional treatment at the hands of Mr Lewis Lusk. In the third notice on Decorative and Industrial Art at the Glasgow Exhibition, by Mr Lewis F. Day, we learn much concerning the huge forward strides that have been made, of recent years, in this welcome direction. Scenes of the Chase applied to Decoration, by Miss L. Beatrice Thompson, aptly illustrated, is not one of the least attractive features of this issue. The frontispiece is a Rembrandt reproduction of Watteau's *La Toilette*. To our eye, the face of the nude figure seems slightly out of drawing: a fault which assuredly does not exist in the original. The number concludes with the usual Notes on Passing Events, exhibitions and other similar movements.

**Nursing Mothers.**

The quality and quantity of an infant's food is often seriously affected by the state of its mother's health who nurses it. Ill health of mothers is frequently the cause of indigestion and diarrhoea in their babies, which are nursed at the breast. Poor watery, unwholesome and insufficient milk cannot properly nourish a baby. Poor food will disorder the health of the child and will cause emaciation. Stearns' Wine of Cod Liver Oil increases the flow of milk,



## THE RISING AT HSING-NING.

The following additional particulars of the Triad Society rising in the Hsing-ning District of North-eastern Kwangtung have been sent to us:—

The Triad Society has had a strong footing in this district for a long time, and local rebellious outbreaks are of very frequent occurrence. In less than three years, the Foreign missionaries at work there have had to flee for their lives four times.

The district, which consists of a vast plain, is very populous, and has suffered alternately from floods and droughts, whereas, on the surrounding uplands, the people are not only better off but more contented with their lot. In the main, however, much suffering is caused by the rule of oppressive and unjust officials. The misrule, coupled with the recurrence of bad times, makes the people ready subjects for sedition; and the feelings of the people are played upon by a few bad characters, whose names are well-known and on whose heads a price was set long ago. They have forfeited their lives again and again, but have never been captured. Like Hal of the Wynd, their hands are against every man's hand, and so they live an outlaw existence, fomenting popular risings against unpopular officials as the opportunity offers. The people, who suffer in the long run, are afraid of them; the officials have no force sufficiently large or courageous to proceed against them in their hiding-places. These local banditti keep up the fear they have inspired by occasionally murdering some poor villager suspected of aiding the officials to bring about their capture.

With regard to the present rising, the trouble has been brewing for several months. The missionaries have been told frequently that the movement has no anti-foreign intent. But the device of the rebels is said to be—**互清滅夷** ('Exchange the Manchu Dynasty for the Ming') and destroy the barbarians. It can hardly be considered a mistake for **互**—nor can it be said to be used in a friendly sense, as has been suggested.

As the missionaries have been received in a friendly manner by all classes of the population and are on good terms with the majority of them, they always get timely notice when the marauders are on the warpath, and so, on the whole, do not live in such an anxious state as might be expected in the circumstances. The officials have repeatedly promised to protect them and like assurances are volunteered by strong factions of the people; but as the situation appeared to be growing more serious of late it was thought advisable to send the ladies away to a safer place, and so Mr and Mrs Maier and Mr and Mrs Ebert got two boats at Hsing-ning, and arrived safely at Kia-yang on Sunday, 22nd September. Their horses were brought down overland, because Mr Maier and Mr Ebert intended to return to their mission station at once.

They had prepared to start on the 24th September, but on the Monday evening got notice that it would not be safe to do so, and on the following morning they heard that the mission station had been burned down. The party, thereupon, decided to go down to Swatow accompanied by Mrs Schultz and child. Mr Schultz, Mr Kuster and Mr Runniger were left behind at Kiatingchow. In Swatow, the party was received with the usual kindness at the German Consulate, and passages were booked for Hongkong by the Douglas steamer *Haiching*, which arrived this morning.

Mr Kutter was still at his post at Lo-kung when Messrs Maier and Ebert left Hsing-ning. He was the nearest to the scene of the outbreak. On leaving his station that Sunday afternoon, he met some rebels dividing their spoil. Happily, he was on horseback, and so escaped. He arrived at P'ing-tung in the evening at eight o'clock, and at once went on to Sin-pi, an out-station on the other side of the river, where there are no rebels. Thence he started for one of the Basel Mission stations in the Chong-lok District, and is probably all right.

As soon as the matter was reported to the German Consul at Swatow, he induced the Chinese authorities to send 900 soldiers from Chowchow-foo and 700 from Wei-chow-foo.

We learn that the rebels attacked Hsing-ning city, but were repulsed with a loss of 10 killed and 4 captured. They afterwards collected their forces, and prepared to march upon Shai-ma, where the local militia is not strong enough to withstand them. The militia of Kiatingchow has been sent out against the rebels, and if they are properly led the rebels should be defeated by this time if not wholly dispersed.

Taouates are like babies—they grow larger by nursing.

Ata Sydney is laughing over the case of a man who, meeting his wife in one of the main streets after a separation, affectionately kissed her, and was promptly arrested and subsequently fined for molesting her.

## CHAMBERLAIN'S COUGH REMEDY SAVED HIS BOYS' LIFE.

I believe I saved my (my son's) boy's life this winter with Chamberlain's Cough Remedy. My son, M. H. Hippo, Rio Grande, Wis., U.S.A. He was so choked up with cough that he could not speak. I gave him Chamberlain's Cough Remedy, and he was cured. I have since given it to all my children, and they are all well.

## POLITICAL AND TRADE PROSPECTS IN CHINA.

## Interview with Mr Byron Brennan.

Reuters' representative has had an interview with Mr Byron Brennan, C.M.G., British Consul General at Shanghai, who has just reached England, on the conclusion of over thirty years' Consular work in China. In reply to questions Mr Brennan said:—

'From the standpoint of foreign interests the position in China is to-day far worse than it was before the International Occupation. To begin with, as a result of the presence of the foreign troops, the Chinese are now better able than ever to play off one Power against another. Formerly there was an impression that foreign interests were, at any rate, to a certain extent identical, but recent events have shown more clearly to the Chinese how divergent those interests really are, and have revealed the many jealousies existing between the Foreign Powers consequent upon the various lines of policy followed. At one time the people believed that the Foreign Powers pulled together. Now they know from personal observation that this is not so, and they feel that the scramble for China has already begun. But beyond this, the unravelling of our divergent interests, the Chinese have also had an object lesson in the powerlessness of united Europe to put effective pressure upon the country.'

'One of the chief results of the recent troubles will be the extent to which all those Powers who value trade relations with China must necessarily suffer by the imposition of higher tariffs in order to pay the indemnity. It would have been in every way better if the Powers had foregone all claims for a pecuniary indemnity. They would have provided that the Chinese Government should appear on the surface as if China had to pay something like \$20,000,000; but, as a matter of fact, the greater portion of this will be derived from foreign trade, in which Great Britain has by far the greatest interest; so that, to a large extent, we are practically paying the indemnity out of our own pockets. But, as a set-off against this, our commercial position will undoubtedly be improved after the revision of existing Treaties by the removal of all ambiguous clauses. As our interests in China are chiefly commercial, we shall then have an opportunity of removing many obstacles in the way of our trade. That is, of course, if we continue to treat China as a nation that has to make amends to us. If we enter into the negotiations as between two Powers who must proceed on the *quid pro quo* principle, China will probably get more out of us than we out of her, for we shall have to our undertakings, whereas China will not hesitate to render nugatory such concessions as she now feels it expedient to make to us.'

Dealing with the attempts of the Chinese to obtain Articles of the Protocol Mr Brennan said:—

'I have already pointed out how very little China has really been made to suffer for the so-called "Boxer outbreak," and the only way to ensure her compliance with the very lenient terms imposed upon her is not to remove the pressure until she has accepted the terms and has begun to give effect to them, and then, at the first sign that she intends to be faithless to her pledge, to recall her to her obligations in such an emphatic manner that a second lesson will be unnecessary.'

'For the purpose of guarding the Legations, the foreign troops to be left in Peking will be probably more than sufficient, but to remove troops before China has carried out her engagements to the letter is to the Chinese mind nothing but an admission that the Foreign Powers are not in earnest. Already, it is to be feared, China suspects that most of the Foreign Powers are as anxious to have done with this troublesome business as China is herself. As it is, many of the Clauses of the Protocol are to very little effect. In the matter of the punishment of the leaders of the late movement, what do we really know except that two of the ringleaders have been executed? For the rest we have nothing but Chinese assurances.'

The Clause preventing the importation of arms and ammunition cannot have been seriously meant, because, as every one conversant with the number and extent of Chinese ports knows, this is a physical impossibility. It is out of the question that the Foreign Powers should supervise the work of the Customs Houses, and although the Customs Service is made up of Europeans, under a British Inspector General, the members of the Service are Chinese employees, who must be loyal to their paymaster. They cannot presume to act as detectives over the Government that employs them. It could never have been intended to enforce the Clause, because it can be so easily evaded. Meanwhile, the various arsenals in China, so far from closing, are working hard, and when I left, the Shanghai Arsenal was working double time. I should say that China has not the least intention of making an organized attempt to oust the foreigners for a long time to come, but while this may apply to the Government, there is a very 'hostile feeling' among the people in many parts of North-China, and a good deal of local disturbance may be expected as a result of the legacy of hate which has been left by the foreign Expeditions in the country districts. But the Chinese Government has no desire that local disturbances against foreigners should succeed, for they know that they will again be held responsible. Probably, for this and other reasons, it will suit the Chinese to assist in preventing the importation of arms and ammunition. If this is not so the Clause in question is of no value, as foreigners cannot ensure it being carried out.'

'The Clause forbidding the holding of examinations can also be more easily evaded by allowing candidates who will not be debauched from competing in any particular district to inscribe their name in the register of the neighbouring district.'

'Discussing the position of the various Powers in China, Mr Brennan said, in conclusion:—

'Russia, of course, has more influence than any other Power in China, and so far as the Chinese Government is concerned, can do practically what she likes. Next in the estimation of the Chinese is Germany, who, both politically and commercially, is extremely active. So much is this recognized that China will now give way to Germany whenever she thinks the Emperor's Government is in earnest.'

'Next on the list probably comes Great Britain. Perhaps the reason why we are not so much feared by the Chinese is due to the fact that we have always been anxious to do the fair thing where other countries have not been so punctilious in securing what they considered they were justly entitled to have. Any loss in British prestige is not so much because we have receded as because other Powers have appeared on the scene and come abreast or ahead of us. This is not the fault of our policy, but is attributable to the progress of the other Powers. The general opinion among the British mercantile community in China is that we are not taking the most of our share of the trade, and they hold the view that we should be taken to task for this.'

officials who obstruct our trade. There can be no doubt that we are lacking in not giving the Chinese to understand that they have far more to lose than to gain by putting difficulties in our way.

'The United States lately seems to have arrived at the conclusion that America has a great stake in North China, and probably she will be the greatest sufferer by the closing of Manchuria to foreign trade.'

## THE ASSASSINATION OF MR McKINLEY.

## Graphic Description of the Scene.

—Buffalo, Sept. 7.—On many material points, and particularly the utterances of the President after he was shot, the witness of yesterday's tragedy at the Temple of Music fail to agree. The action of the tragedy was very fast, and its commission was followed by a scene of confusion, in which it was difficult either to see or hear with accuracy, however close one stood to the President and his assailant. It is now conceded that the President did not say, 'May God forgive him!' after he was shot, and it is agreed that his first and only speech was a reference to his wife: 'I trust Mr McKinley will not be informed of this; at least I hope it will not be exaggerated.'

A newspaper reporter, who stood just behind the President when the shooting occurred, gave out one of the clearest accounts related so far. He said:—

'I stood about two feet from the President and saw Colgoose approach him. The latter had his right hand drawn up close to his breast, and a white handkerchief wrapped about it bore the appearance of a bandage. He extended his left hand and I am quite sure that the President thought that he was injured, for he leaned forward and looked at him.'

When directly in front of the President Colgoose threw his right hand forward and fired. I saw the flash and smoke, followed by the report, and heard the second shot. Instantly John Parker, the colored man, and Secret Agent Foster were upon Colgoose, and he was overpowered and taken to the hospital. Colgoose was found to be trying to get hold of the revolver. Colgoose still retained a hold on his revolver, and seemed to be trying to get his left arm free to fire again.

The President did not fall. He raised his right hand and felt his breast, but seemed to be maintaining his upright position only by a wonderful effort. I am sure that he did not speak at that moment. He gazed fixedly at his assassin, with a look which I cannot describe, but which I shall never forget, and in a moment reeled back into the arms of Secretary Cortelyou. Colgoose's revolver had by that time been knocked out of his hand, and some one had picked up the handkerchief, which lay at his feet. Colgoose was picked up, forced back, and again knocked down.

Mr Cortelyou and Mr Milburn supported the President and led him to a chair. I heard him ask that the news be kept from his wife, and a moment later, when Secretary Cortelyou asked him if he felt much pain, he said:—

'I would not say very much.'

He seemed to be fairly well as he rested in the chair, and some of the fading color came back to his face. He reached his right hand inside of his shirt, and when he withdrew it his fingers were

stiff with blood.

He paled again at the sight of the blood, and I think he fainted.

Senor Azpiroz, the Mexican Minister, broke through the crowd, and, rushing up to the President, cried:—

'My God, Mr President, are you shot?'

The President merely nodded to show himself at the foot of the President, and was restrained. The President's answer came very slowly, and in a halting subdued voice. He said:—

'Yes, I believe I am.'

When the President was attracted by the suffrage of the officers, who were ordered to the would-be murderer away, but he did not speak. He had rested on the arm of Mr Milburn, and he seemed only partially conscious. His courage was superb, and while he was conscious he was master of the pain which he suffered, but when the ambulance came, and a stretcher was brought in, he started forward, and partially regained his feet unassisted. I heard not a word from the assailant of the President. He was struck down the moment he fired the second shot, and if he did speak, it was only in an exclamation at the very rough treatment he was receiving.

THE PRESIDENT'S ASSAULT.

was hustled to the rear of the building by Exposition guards, where he was held while the building was cleared, and then turned over to Superintendent Bull, of the Buffalo Police Department, who took the prisoner to No. 43 Police Station, and later to Police Headquarters.

As soon as the crowd in the Temple of Music had been dispersed, sufficiently, the President was removed in the automobile Hospital, where an attempt was made to stop the bleeding. The best medical skill was summoned, and within a brief period, several of Buffalo's best-known physicians were at the patient's side.

The President retained the full exercise of his faculties until placed upon the operating-table, and submitted to a very thorough examination. It was ascertained that one bullet had taken effect in the right breast, just below the nipple, causing a comparatively harmless wound. The bullet, which was found in the abdomen, about four inches below the left nipple, four inches to the left of the navel and about on a level with it.

Upon arrival at the Exposition Hospital the second bullet wound was treated. The walls of the abdomen were opened, but the bullet was not located. The incision was hastily closed, and, after a hasty consultation, it was decided to remove the patient to the home of President Milburn. This was done, the automobile ambulance being sent for the purpose. When the patient arrived at the Milburn residence, all persons outside the medical attendants, nurses and the officials immediately concerned, were excluded, and the task of probing for the bullet, which had lodged in the abdomen, was begun by Dr Howell Park.

The details of the crime were telephoned to the home of President Milburn, where Mrs McKinley was waiting, and steps were taken to spare her the shock of a premature announcement of the occurrence, before the true condition of the President was ascertained. Madeleine was stationed, and no one was permitted to approach the house.

When it was decided to remove the President to the Milburn residence, the news was broken to Mrs. McKinley as gently as might be by the members of the Milburn family. She bore the shock remarkably well, and displayed the utmost fortitude.

## British Sympathy.

London, Sept. 7.—All the newspapers this morning publish long accounts from Buffalo, describing the attempt upon President McKinley's life. The *Times* and *Telegraph* speak editorially of it as the profoundest crime that

world learns to-day that another distinguished name is added to the shamefully long list of rulers who have fallen victims to the insatiable wickedness of the assassin.

The most unfeigned and heartfelt sympathy will go forth from every family in Christendom.

TO MRS MCKINLEY.

In this, her hour of deepest affliction and trial, Americans will acquit us of all suspicion of insincerity when we claim that the blow will be felt with equal severity in Great Britain as in the United States.

The *Daily News* says: 'This ghastly outrage, by which a brave, upright governor of men perishes, as Lincoln and Garfield perished, in the execution of his duty, comes home to the hearts of Englishmen with inexorable poignancy. We are proud of America, and an act like this, which plunges the Republic into bitter grief, reminds us as nothing else can do, that we are members of the same house, born of the same flesh and blood. The death of no public man, outside of this country, could affect us like the death of the American President.'

While denouncing in the strongest terms the madness of Anarchistic crimes, the *Daily News* says it thinks the growth of the Trust system is a perpetual danger to the American Commonwealth.

## LATE TELEGRAMS.

## Danish West Indies Deal Through.

London, Sept. 2.—A despatch to a News Agency from Copenhagen to-day says that the Danish Ministry has decided to accept the United States offer of 16,000,000 kroner (about \$4,000,000) for the Danish West Indies, thus announcing an accomplished fact what the despatches of the Associated Press said that the Ministry would do.

## An Archdeacon's Sad End.

Sept. 3.—News has reached London that the Venerable William Polham Burn, Archdeacon of Norfolk, has been killed in the Tyrol.

## Foundered in the Black Sea.

Constantinople, Sept. 2.—The Belgian steamer *Strom*, which was wrecked, while bound from Batoum for Bombay, was reported yesterday, foundered in the Black Sea, during a terrible storm.

## Oil Struck by Lightning.

Olean, N. Y., Aug. 31.—Two large oil-tanks near this place were struck by lightning this morning, and were totally destroyed. One of them, owned by the Standard Oil Company, had a capacity of 35,000 barrels, and was nearly full of oil. The other tank, owned by the National Transit Pipe-Line Company. The total loss is about \$75,000.

## Valour Rewarded.

London, Sept. 2.—Mr. Andrew Carnegie has given £100 each to Sheldon, Law, Jones and Dick, four miners who displayed conspicuous bravery in the rescue of their comrades at the time of the recent Donibristle (Fife) colliery disaster.

## The Claims Commission.

Washington, Sept. 2.—Ambassador Choate has cabled the State Department from London, under date of August 3rd, as follows:—

'The South African Commission will receive no further claims after September 15th.'

## British Customs Collections.

London, Aug. 31.—The British Customs collections for the fiscal year, 1900-01, were £20,270,968. This is £3,227,487 more than for 1899-00, and £3,349,952 more than the Budget estimate. The Inland Revenue collected by the Customs were £7,227,977, an increase over those of 1899-00 of £242,081.

## A Gigantic Wager.

Pittsburg, Pa., Sept. 3.—The great international yacht bet of \$400,000 between an English syndicate represented by Mr Walter Kinsley, and a group of Pittsburghers, represented by Mr William I. Austin, was finally arranged this afternoon. The entire sum was deposited in the hands of the stakeholder, Mr Kinsley turning over \$150,000 in British bank-notes, and Mr Austin giving a certified cheque for \$250,000.

What is said to be the greatest bet in history was thus consummated.

Both Mr Austin and Mr Kinsley arrived here this morning. Mr Austin coming from Asbury Park, and Mr Kinsley from New York. Mr Austin promptly put Mr Kinsley in communication with his principals, who were speedily convinced that the \$150,000 of British money was awaiting their convenience.

Mr Kinsley, on his part, agreed to accept a certified cheque for the full amount of the American side of the wager. The firm of Darr, Moore & Brydson, whose name has been mentioned as the probable stakeholder, declined to hold the stakes, but suggested the name of a citizen prominent in financial circles, and who is known as far as London, as possible stakeholder. This was accepted, and Mr Kinsley, upon the condition that his name should be withheld from the public, as he does not care to share in the publicity now enjoyed by those Pittsburghers who crossed in the *Deutschland*. The bank-notes and cheque were carefully examined and pronounced satisfactory, and Mr Kinsley's credentials were examined. The stake is to be paid within one week after the concluding race, the place of meeting to be New York. The wager is simply \$150,000 to \$250,000, and the *Shamrock* lifts the cup. There are no conditions as to accidents. Both Mr Austin and Mr Kinsley, the brokers for their respective syndicates, will receive handsome commissions.

Mr Kinsley is to get 1 per cent. of the whole amount in case the *Shamrock* wins, and 2 1/2 of \$150,000 in the event of her losing.

## The 'Islander' Enquiry.

Victoria, Sept. 14.—The investigation into the loss of the steamship *Islander* began to-day. A number of witnesses were examined. The Pilot practically told the same story as given in the interviews, denying all reports that he and the Captain were the instigators of the tragedy. Mate Neutrot, Watchman Ward, Chief Engineer Browne and the other engineers, Purser Bishop and Quartermaster Perry also gave evidence. The evidence differed little from that published in the interviews, but the majority of the witnesses denied the charges that the Master and Pilot were intoxicated.

## The Royal Tour.

New York, August 31.—Lord Stratford and Mount Royal, Canadian High Commissioner in London, who arrived here to-day on board the *Compania*, said that the Duke and Duchess of York would not visit the United States, it being their purpose to return to the United Kingdom. This comes as a disappointment to the British press, because only yesterday had invited the

Royal couple to visit them. They were unable to do so, and in order not to give offence will confine their tour to British dependencies.

## Mr Yerkes in London.

London, Sept. 5.—Mr Charles T. Yerkes to-day secured control of the projected Brompton-Piccadilly Railway, with a capital of £2,100,000. Work will be commenced immediately. The road will be worked in conjunction with Mr Yerkes' Charing Cross-Hampstead line, and the District Railway.

Mr Yerkes has purchased all the stock of the Brompton Road from the Brush Electrical Engineering Company and Walker & Company, of London. The price is not announced.

The acquisition gives Mr Yerkes system almost complete control of London's rapid transit.

## The Pacific Cable.

Washington, Sept. 4.—An interesting report showing the work on the British trans-Pacific cable has been received at the State Department from Consular Agent Robinson at Norfolk Island, under date of June 21.

The report states that on the passage across to Norfolk Island from Brisbane, Australia, soundings were taken every ten miles by the British cable steamer *Britannia*, which is being used to mark out a track for the cable. About a hundred miles from the Coast an obstruction was met with in the shape of a range of submarine mountains lying directly in the track, and a deviation to the south had to be made in order to clear it. The greatest depth obtained was 2,800 fathoms, and the most shallow 237 fathoms, the latter being the depth recorded when the ship was right above the tops of the mountains. It has been decided to land the cable at Anson Bay, on the west side of Norfolk Island. Anson Bay is six miles from Kingston settlement, and a cable house is to be built close into the shore.

Norfolk Island will be one of the most important stations of this cable route, as all messages to Australia and New Zealand will converge there to be repeated.

## The Sculling Championship.

Winnipeg, Sept. 7.—Jaka Gaudaur Champion sculler of the world since 1898, was easily defeated by George Towns, the Australian, in their three miles match for the World's Championship, and \$1,000, which was pulled off on the Rat Portage course to-day, after three postponements. The lake was in fair condition, and the race was witnessed by a large crowd. Towns secured a good lead when Referee Galt gave the word at 11.40 a.m. and from that time the Australian and English champion was never headed. Towns had a lead of five lengths at the turn, which Gaudaur reduced to three on the home run. But Towns could easily have pulled out and won by a greater distance. The official time is given at 20.32.

Gaudaur was the first to congratulate Towns on his victory. The plucky Australian has gained many friends since his arrival at Rat Portage, and clearly out-classed Gaudaur. He will probably row Durran of Toronto, an exhibition race before returning to England. Sullivan, Towns' trainer, made a pile of money on the race. He wanted odds of 2 to 1 up to this morning, when he accepted a number of wagers at even money.

HELEN: 'I should like to do something that would make him miserable for life.' Florence: 'Why don't you marry him, pet?'

'You said you were going to marry an American. Now you're engaged to a dentist. Well, isn't he an artist? He draws from life.'

Mrs Croesus: 'They say Mrs Chillingly is the most exclusive woman in society.' Mrs Gaddy: 'Indeed, yes. I believe she will hardly look at herself in the glass.'

In the treatment of consumption, general debility, loss of appetite, despondency, and all disorders accompanied by loss of flesh and strength,

## Stearns' Wine

stands without a peer. There is no remedy so good; none so nice. Sold by all chemists; wholesale from A. S. Watson & Co., Ltd., Hongkong.

## Hongkong Register

	Previous day at 4 p.m.	On date at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.90	30.00	29.90	
Temperature	80	81	81	
Humidity	63	57	62	
Direction of Wind	E	E	E	
Force	2	3	2	
Weather	—	c	c	
Rain	—	—	—	

Highest open air temperature on the 30th 81°  
Lowest open air temperature on the 30th 57°  
Hongkong Observatory, 1st, Oct. 1901.

F. G. FIGG, First Assistant.

## NAKAZAWA, DEALERS IN CLOISONNE, SATSUMA, LACQUERED AND BRONZE WARES.

TEA SERVICES, PORCELAIN GOODS, PICTURE FRAMES, AND ALL KINDS OF JAPANESE FINE ART CURIOS, AT MODERATE PRICES.

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Hongkong, August 6, 1901. 1627

## TSANG FOO &amp; CO.

興榮三  
SAM WING HING, COAL MERCHANTS,  
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Hongkong, September 21, 1901. 1558

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A SERIES OF ARTICLES, Reprinted from 'The China Mail.'

WITH AN APPENDIX.

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WASHERMAN'S BOOKS, for the use of Launderers and Pressmen, can now be had at this Office, Price, 6/- each.  
CHINA MAIL OFFICE.

## To-day's Advertisements

## THE FOOTBALL SEASON

## NOVEL

## FOOTBALL

## SKETCHES

CAPT. PHILIP TREVOR, GUY BOOTHBY, H. A. BYDEN, C. W. ALCOCK, C. E. BENSON, HARRY TREVOR, HORACE G. HUTCHINSON.

A Series of Eight Novel Football Sketches will be published in the Columns of the *China Mail*.

The First of the Series will appear

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THE "RIGHT FORWARD" OF THE FORESTERS,

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FOR SALE.

A FEW WELL-BRED SCOTCH COLLIE PUPPIES. Apply 'A,' 'CHINA MAIL' Office. Hongkong, October 1, 1901. 2223

KULANGSU, AMOY.

FOR SALE.

DETACHED DWELLING-HOUSE, known as 'SALTERTON,' situated near the Recreation Ground—contains 8 rooms, also Bathrooms, Kitchen, etc., wide verandah, and good-sized garden. Permission to view can be had from the Tenant.

Apply to F. R. JOHNSON, Tinsman, Formosa, Hongkong, October 1, 1901. 2022

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Established over Half-a-Century.

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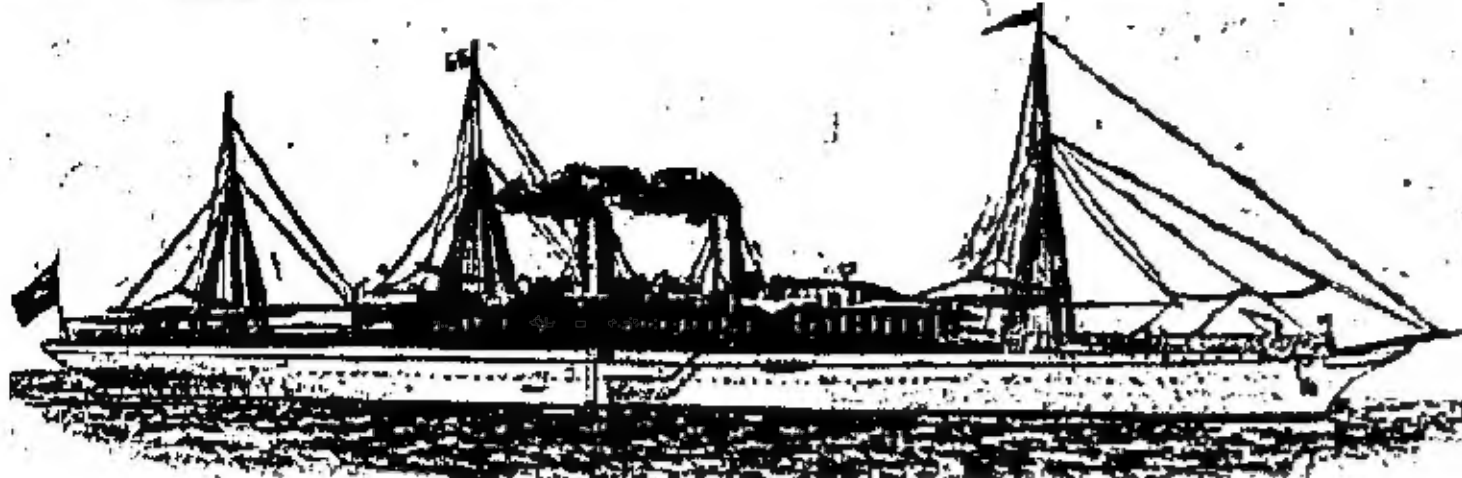
TEAK ..... BAULE, THICKSTUFF, AMERICAN FIR ..... SCANTLING, PLANK, GUMBER WOOD ..... AND BOARD. HARD WOOD ..... AND BOARD.

Forms of tender and information in regard to the conditions of contract, etc., can be obtained on application to the NAVAL STORE OFFICER, H.M. NAVAL YARD. To enable tenders to estimate what stocks they will be expected to keep, they will be provided with a statement showing the expenditure of the different descriptions of timber during the twelve months ending 30th June, last.

A deposit of one hundred dollars will be required with each tender, but this will be returned on the acceptance or rejection of the tender.



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Saving 3 to 7 Days across the Pacific.

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EMPEROR OF CHINA...Comdr. R. ARCHIBALD, R.N.R. WEDNESDAY, 23rd Oct./1901  
\* TARTAR 4425 Tons...Comdr. E. BERTHAM, R.N.R. WEDNESDAY, 24th Nov./1901  
EMPEROR OF INDIA...Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 26th Nov./1901  
\* ATHENIAN 1882 Tons...Comdr. H. MOWATT, R.N.R. WEDNESDAY, 4th Dec./1901  
EMPEROR OF JAPAN...Comdr. H. PETER, R.N.R. WEDNESDAY, 18th Dec./1901

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Passengers booked through to all principal points and AROUND THE WORLD Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

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In addition to the excellent First Saloon Passenger accommodation, the 'ATHENIAN' takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, and also Storage. The 'TARTAR' takes First Class and Storage Passengers only. The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

Hongkong, October 1, 1901.

D. E. BROWN, General Agent,  
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IMPERIAL GERMAN MAIL LINE  
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STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUET, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

POINTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHEAST LONDON TO LAND PASSENGERS AND LOGGERS. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

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Steamers.	Sailing Dates.
PREUSSEN (HAMBURG-AMERIKA LINIE)	THURSDAY, 3rd October.
SACHSEN (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 15th October.
KIAUTSCHOU (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 30th October.
BAYERN	WEDNESDAY, 13th November.
STUTTGART	WEDNESDAY, 27th November.
KUNIG ALBERT	WEDNESDAY, 11th December.
PRINZESS IRENE	WEDNESDAY, 20th December.
PRINZ HEINRICH	WEDNESDAY, 8th Jan. 1902.
PREUSSEN	WEDNESDAY, 22nd January.
HAMBURG (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 5th February.
SACHSEN	WEDNESDAY, 19th February.

ON THURSDAY, the 3rd day of October, 1901, at Noon, the Steamship PREUSSEN, of the NORDEUTSCHER LLOYD, Captain E. PARRIS, with MAILED, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on THURSDAY, the 1st October, Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 2nd October, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 2nd October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

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LIMITED.

FOR	STEAMERS.	TO SAIL
SHANGHAI	WUHOANG	4th October.
MANILA	SUSUKI	8th October.
YOKOHAMA	KAYUNO	8th October.
MANILA	CHINGTU	12th October.

PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

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SUBJECT TO ALTERATION.

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CALLING AT SINGAPORE AND COLOMBO.

S.S. Arabia, Capt. SACHS, 5th October, Freight.

## FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Keenigshagen, Capt. CHRISTIANSEN, 19th October, Freight and Passengers.

## FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Rensberg, Capt. ZUBERHORN, 2nd November, Freight.

## FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Segovia, Capt. FOERCK, 10th November, Freight.

## FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Marburg, Capt. ZACHARIE, 30th November, Freight.

## HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE.

1569

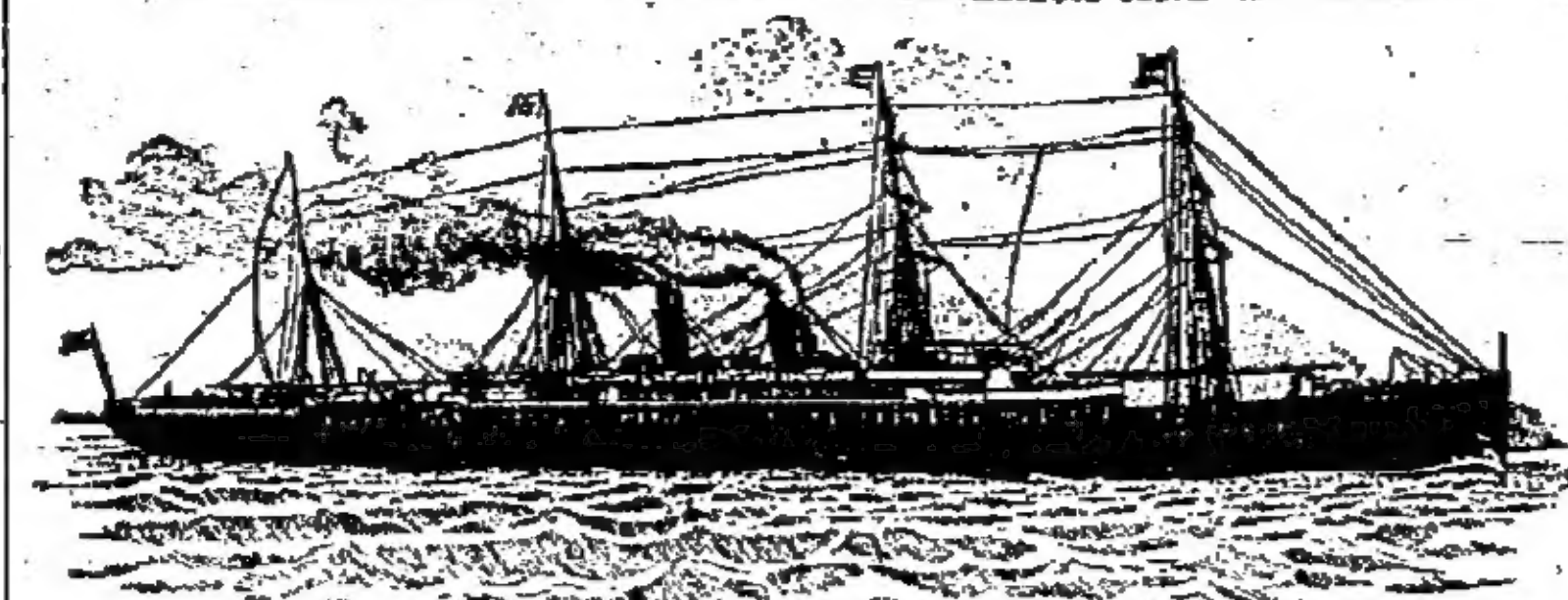
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GALIC ... WEDNESDAY, 2nd Oct., at Noon.  
On or about 5th October.  
ALGOA ... SATURDAY, 19th Oct., at Noon.  
CHINA ... TUESDAY, 29th Oct., at Noon.  
DORIC ... TUESDAY, 19th Nov., at Noon.  
PERU ...

\* FOR SAN FRANCISCO, via MOI, KOBE AND YOKOHAMA.

THE O. & O. Company's Steamship GALIC will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on WEDNESDAY, the 2nd Oct., at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the Principal Cities of the United States & Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Over and Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL-PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL-PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Special Rates (First Class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (First Class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold Return Tickets, making the return journey between ports in the Orient and Honolulu, or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m.; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany cargo shipment of cargo or parcel (valued at \$100 Gold or over) destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco. Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building, Hongkong, September 26, 1901.

GEORGE ECKLEY, Acting Agent. 980

## NORTHERN PACIFIC STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

Northern Pacific Railway Co.

Steamer.	Tons.	Captain.	Proposed Sailing.
Queen Adelaide	2832	F. McNeil	October 8
Princess	5502	J. Parnon	October 15
Evermore	3601	W. W. W. W.	November 12
Glasgow	3700	W. W. W. W.	November 26

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

## HONGKONG TO LONDON, 52d.

Excellent accommodation. First class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

## HONGKONG TO NEW YORK, 42d.

The Railroad travelling in second to none on the American Continent; two trans-continental trains daily from TACOMA. Direct Car is attached to trans-continental trains day and night; TACOMA to New York in 4 1/2 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

## HONGKONG TO VICTORIA, TACOMA, 43d.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA, TACOMA to DEYLA and ST. MICHAEL.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services. For further information as to Passage or Freight, apply to

## Doddwell &amp; Co., Limited, General Agents.

Hongkong, October 1, 1901

## OCEAN STEAMSHIP COMPANY

FROM OUTWARDS. STEAMERS. DUE. GLASGOW AND LIVERPOOL... 10th October. GLASGOW AND LIVERPOOL... 15th October. GLASGOW AND LIVERPOOL... 15th October. GLASGOW AND LIVERPOOL... 22nd October.

FOR HOMEWARDS. STEAMERS. NO SAIL. LONDON... 2nd October. LONDON... 15th October. LIVERPOOL-DIRECT... 15th October.

(Taking Cargo at London Rates). LONDON... 15th October. LONDON... 15th October. LIVERPOOL-DIRECT... 15th November. LONDON... 15th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Destinations. Sailing Dates. SANUKI MARU, W. TOWNSEND, MARSAILLES, LONDON, FRIDAY, 4th Oct., at Daylight.

YAMAGUCHI MARU, S. YORIKAWA, FOR, PENANG, COLOMBO & PORT SAID, TUESDAY, 8th Oct., at Noon.

SHINANO MARU, G. E. V. COOK, KOBE AND YOKOHAMA, FRIDAY, 11th Oct., at Daylight.

KAGOSHIMA MARU, K. KORI, BOMBAY, via SINGAPORE and COLOMBO, FRIDAY, 11th Oct., at Noon.

HAKATA MARU, F. L. SOMMER, MARSAILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID, FRIDAY, 18th Oct., at Daylight.

KASUGA MARU, H. FRASER, NAGASAKI, KOBE and YOKOHAMA, FRIDAY, 18th Oct., at Noon.

KINSHU MARU, F. J. HORTON, VICTORIA, B.C. and SEATTLE, SATURDAY, 19th Oct., at 4 p.m.

Through Passage Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Charter Road.

A. S. Mihara, Manager.

Hongkong, September 25, 1901

## Shipping.

PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR	STEAMSHIP	CAPTAIN	DATE
SHANGHAI AND KOBE	Suezette	T. H. HIDE, R.N.R.	About 4th Oct.
SINGAPORE AND BOMBAY	Formosa	B. H. W. SROW	Noon 5th Oct.
SHANGHAI AND SHANGHAI	Tientsin	W. W. COWIE, R.N.R.	About 7th Oct.
SHANGHAI AND SHANGHAI	Comandante	F. W. VINEY, R.N.R.	About 12th Oct.
SHANGHAI AND SHANGHAI	Palawan	J. CHELLEY, R.N.R.	Noon, 12th Oct.

## PASSENGER SEASON 1902.

MARSEILLES, PLYMOUTH AND LONDON. Oriental, 5384 Tons, 20th March. DON Direct without Transshipment. Malta, 6064, 12th April.

\* See Special Advertisement. For Freight only. \* Calling at Penang and Colombo if sufficient inducement offers. For Freight or passage, and further Particulars, apply to H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, September 30, 1901.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, HATYAI, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL & RIVER PLATE.

ON MONDAY, the 7th October, at 11 p.m., the Company's Steamship NATAL, Captain BOUT, with MAILED, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the S. S. Tientsin, which vessel takes on her Passengers and Mails, leaving that Port on the 10th Oct., direct to SUK, PORT SAID & MARSEILLES.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 6th Oct. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent. Hongkong, September 23, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, via INLAND SEA OF JAPAN & HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. Hongkong Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Ythama & Honolulu) Saturday, Oct. 12, at Noon.

Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Ythama & Honolulu) Tuesday, Nov. 5, at Noon.

America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Ythama & Honolulu) Thursday, Nov. 28, at Noon.

The Twin-Screw S. S. HONGKONG MARU will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 12th October, at Noon, 1901, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States & Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL-PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL-PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Freight will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m.; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, September 30, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA via AMOY. THE Company's Steamship PERLA. Captain J. E. McARTHUR, will be despatched as above on WEDNESDAY, the 2nd Oct., at 5 p.m.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, September 26, 1901. 2000

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING, via SWATOW AND AMOY. THE Company's Steamship MAIZURU MARU. Captain T. SAKO, will be despatched for the above Ports on WEDNESDAY, the 2nd October.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, September 19, 1901. 1948

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA. THE Imperial German Mail Steamship SACHSEN, of the Norddeutscher Lloyd, Capt. W. FRANK, due here with the outward German Mail about the 2nd Oct., will leave for the above places about 24 hours after arrival.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, September 30, 1901. 2014

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship AIRLIE. Capt. ST. JOHN GORDON, will be despatched for the above Ports on THURSDAY, the 3rd October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, September 9, 1901. 1868

THE OSAKA SHOSHEN KAISHA, LTD.







### Vessels Advertised as Loading

### Vessels Advertised as Loading

Symbol	Agents	Date of
Maru (a)	Mitsui Bussan Kaisha	Oct. 2.
Butterfield & Swire		Oct. 12.
Maru (b)	Nippon Yusen Kaisha	Oct. 11.
Norddeutscher Lloyd		Oct. 3.
Hamburg-Amerika Linie		October 5.
Hamburg-Amerika Linie		Oct. 19.
Butterfield and Swire		Oct. 8.
Nippon Yusen Kaisha		Oct. 11.
P. & O. S. S. Co.		Oct. 12.
Butterfield & Swire		Oct. 5.
P. & O. S. S. Co.		Oct. 5.
Butterfield & Swire		Oct. 19.
Butterfield & Swire		Nov. 12.
Butterfield & Swire		Nov. 24.
Butterfield & Swire		Oct. 15.
Butterfield & Swire		Nov. 15.
Shewan, Tomes & Co.		Oct. 2.
Butterfield & Swire		Oct. 4.
Shewan, Tomes & Co.		Oct. 5.
Nippon Yusen Kaisha		Oct. 4.
Nippon Yusen Kaisha		Oct. 18.
Nippon Yusen Kaisha		Oct. 8.
Shewan, Tomes & Co.		Oct. 18.
Shewan, Tomes & Co.		About Oct.
Dowdell & Co. Limited		About Oct.
Shewan, Tomes & Co.		Nov. 10.
Shewan, Tomes & Co.		Dec. 15.
Allan Cameron		Oct. 14.
O. & O. S. S. Co.		Oct. 2.
Nippon Yusen Kaisha		Oct. 12.
Butterfield & Swire		Oct. 4.
Toyok Kisen Kaisha		Nov. 5.
Toyok Kisen Kaisha		Nov. 28.
Butterfield & Swire		Oct. 4.
Norddeutscher Lloyd		Oct. 2.
P. & O. S. S. Co.		About Oct.
Messageries Maritimes		Oct. 6.
Swire, Matheson & Co.		About Oct.
Sander, Wiegler & Co.		Oct. 17.
P. & O. S. S. Co.		About Oct.
Goulds Laporte & Co.		Oct. 3.
Hughes, Livingston & Co.		Oct. 3.
Mitsui Bussan Kaisha		Oct. 8.
Canadian Pacific R.		Oct. 23.
Canadian Pacific R.		Oct. 8.
Dowdell & Co. Limited		Oct. 15.
Nippon Yusen Kaisha		Oct. 19.

	750 £	1 £	1 £15, sellers	
10,000	250	50	all	1187½ buyers
24,000	53 53	5	25	890, buyers
24,000	2	100	10	121, 180, buyers
30,000	100	50	20	nom.
10,000	250	50	50	1342½ buyers
1, 8,000	100	50	80	1120, buyers
20,000	100	20	383, sellers	
1, 8,000	250	50	50	1342½, sellers
60,000	50	all	282½ buyers	
6,000	25	5	255, sellers	
6,000	62	5	62 5	
55,700 Tls.	100	100	100	Tls. 245, buyers
6,000	50	50	50	
14,000	50	50	50	558, sellers
20,000	50	all	548, buyers	
20,000	15	15	15	544, buyers
30,000	10	all	514, sales	
20,000	10	10	10	510, Nom.
20,000	10	10	10	510, 10
10,000	10	10	10	524, sales & br's
500,000	1	1	1	22.12 5, sellers
1,000 Tls.	100	100	100	Tls. 335, buyers
8,600 Tls.	50	Tls. 50	Tls. 140	140, buyers
2,600 Tls.	100	100	100	Tls. 127, sales
1,000 Tls.	100	100	100	Tls. 127, ex div.
20,000	50	all	515, sales	
7,000	50	all	535, sellers	
7,000 Tls.	50	Tls. 50	Tls. 77½	
30,000	50	all	599, sellers	
2,800	100	50	37	Nom.
15,100 Tls.	100	100	100	Tls. 593, buyers
54,000	50	100	100	1190½ buyers
24,000 Tls.	50	Tls. 50	Tls. 109	109, buyers
6,000	5	3	30	531½
3,000 Tls.	25	Tls. 25	Tls. 20	
19,000	50	all	113½	
12,500 £	50	50	50	555, buyers
1,250	100	all	527½ buyers	
60,000	5	all	554, buyers	
60,000	5	9	all	55, sellers
30,000	1	all	51 25	
16,000	Pes. 250	all	5325	
400,000	25 cents	25	25	cents
200,000	2	18	18	cents
115,000	5	5	5	cents
545,000	5	5	5	cents
12,000	5	50	50	5127, buyers
7,000	5	50	50	555
2,000	Tls. 50	Tls. 50	Tls. 115	

p. Limited.....	60,000	8	10	11	\$154, buya
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